

DEVELOPMENT ASSESSMENT UNIT
Minutes of the Development Assessment Unit
Shire of Augusta Margaret River
On 17 January 2017

ATTENDANCE

Lauren Bidesi, Jason Heine, Ian McLeod, Johan Pienaar

PLANNING APPLICATIONS RECEIVED

Date Rec'd	Assess No.	Address	Proposal	DA No.
09/01/2017	A5165	71 (Lot 50) Bussell Highway, Margaret River	Section 40	P217023
09/01/2017	A6284	7 (Lot 209) Hermitage Drive, Margaret River	Holiday House	P217024
09/01/2017	A7899	59/141 (Lot 8) Glengarry Road, Margaret River	Chalet	P217025
10/01/2017	A12078	Location 1032 (Lot 198) McDermott Parade, Witchcliffe	Outbuilding Ancillary to Dwelling	P217026
11/01/2017	A11647 A9532	Lot 62 Darnell Rd, Rosa Brook	Agriculture Intensive (Orchard) and Internal Access Track	P217027
12/01/2017	A12112	24 (lot 12) Formosa Street, Margaret River	Grouped Dwelling	P217028
12/01/2017	A7946	79 (lot 104) Baudin Drive, Gnarabup	Holiday House (Large)	P217030
13/01/2017	A3778	42B Unit 2) (Lot 25) Merchant Street, Margaret River	Holiday House	P217031
13/01/2017	A12176	5 (Lot 6) Brookside Boulevard, Cowaramup	Display Home - Amendment to planning approval P216418	P217032
13/01/2017	A1872	66 (Lot 10) Devon Drive, Margaret River	Dwelling Addition	P217033
13/01/2017	A9609	22 (Lot 336) Flora Grove, Molloy Island	Holiday House (Large)	P217034
13/01/2017	A500	17 Carters Road, Margaret River	Freestanding Sign	P217035

BUILDING LICENCE APPLICATIONS RECEIVED

Date Rec'd	Assess No.	Address	Proposal	BLDG No.
12/01/2017	A11762	104 (Lot 343) Kevill Road, Margaret River	Retaining Wall	217010
12/01/2017	A11943	9 (Lot 309) Noreuil Circuit, Cowaramup	Single Dwelling	217012
12/01/2017	A11254	1 (Lot 103) Bluebell Place, Margaret River	Two Storey Dwelling and Garage	217013
12/01/2017	A11262 A9897	Unit 2 200 Railway Terrace, Margaret River	Garage	217014
12/01/2017	A11944	7 Noreuil Circuit, Cowaramup	Single Dwelling	217015
12/01/2017	A9255	5 Sanctuary Circle, Cowaramup	Shed	217016
11/01/2017	A4062	70 (Lot 1538) Glenarty Road, Karridale	Renovations to existing shed to function as a cellar door	217011
10/01/2017	A9467	81 (Lot 104) Kilcarnup Road, Burnside	Shed	216525
10/01/2017	A1872	66 (Lot 10) Devon Drive, Margaret River	Dwelling Additions and Swimming Pool	217007
10/01/2017	A9345	14 (Lot 23) Old Farm Road, Augusta	Single Dwelling	217008
10/01/2017	A5027	Lot100 Elizabeth Street, Margaret River	Dwelling	910389
09/01/2017	A8507	7 Devon Drive, Margaret River	Swimming Pool	217005
09/01/2017	A8409	1 (Lot 203) Churchill Avenue, Margaret River	Retaining Wall	217006

SUBDIVISIONS DETERMINED

Date Rec'd	Officer	DA No.	Address	Description of Matter	Recommendation

LEVEL 1 APPLICATIONS determined under delegation

Date Rec'd	Officer	Address	Proposal	Outcome	DA No.
14/6/2016	Matt Slocomb	2 Knox Place, Witchcliffe	Dwelling	Approved	P216317

LEVEL 2 APPLICATIONS for determination under delegation

Date Rec'd	Officer	Address	Proposal	Outcome of DAU Meeting	DA No.
11/11/16	Johan Pienaar	Extractive Industry (Gravel Extraction)	Lot 3207 Calgardup Road East, Forest Grove	Approve	P216628

LOCAL LAW PERMITS

Date Rec'd	Officer	Address	Proposal	Outcome	DA No.
18/1/2017	Nick Logan	Margaret River Skate Park	Amended permit to operate mobile food business awarded by expression of interest	Approved	P217044

OTHER APPLICATIONS determined under delegation

Date Rec'd	Officer	Address	Proposal	Outcome	DA No.
7/10/2015	Matt Cuthbert	4182 (Lot 112) Caves Road, Gracetown	Scheme Amendment No. 39 to Local Planning Scheme No.1 and Associated Structure Plan Rezoning from Caravan Park to Rural Residential	Approved	P215503

COMPLIANCE

Date Rec'd	Officer	Address	Proposal	Outcome	DA No.

ELECTED MEMBERS ATTENTION

Date Rec'd	Officer	Address	Proposal	Outcome of DAU Meeting	DA No.

CLOSURE OF MEETING



**DEVELOPMENT APPLICATION ASSESSMENT (DAU)
Report to Manager Planning Services**

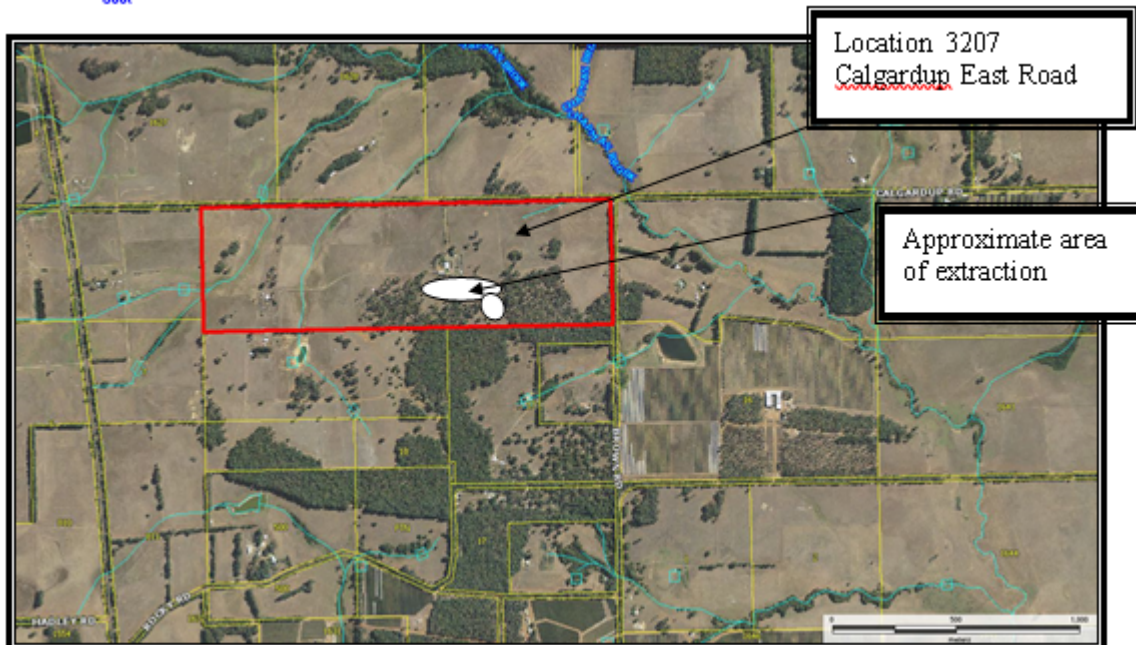
Proposed Extractive Industry (Gravel Extraction) - 828 / 894 (Lot 3207) Calgardup Road Forest Grove

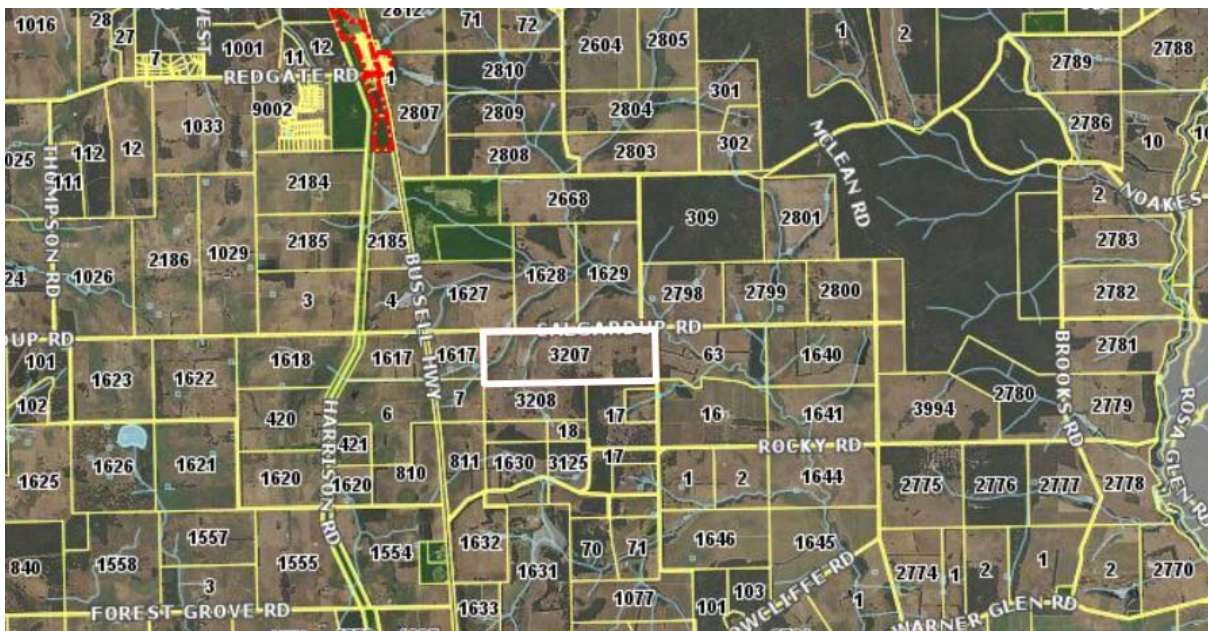
Major (Level 2)

P216628; PTY/3494

REPORTING OFFICER : Johan Pienaar
DISCLOSURE OF INTEREST : Nil

General Information	
Lot Area	83.4ha
Zone	Priority Agriculture
Proposed Development	<p>Approval is sought for gravel extraction. The extraction is proposed in three stages over an area of 3.4 ha with an expected volume of extraction of 39000m³. The depth of excavation is approximately 1.5 metres. Up to 20 truck movements per day are envisaged, depending on demand. The proposed hours of operation are from 7am to 6pm Monday to Friday and from 7am to 1pm on Saturdays. Approval is sought for a minimum of 5 years and it is proposed to rehabilitate stages one and two before the extraction of stage 3. The site will be rehabilitated to pasture which is consistent with the current use of the land.</p> <p>Access to the site is proposed from Calgardup Road which is a gravel road with a trafficable surface of between 4.2 metres and 5 metres. Calgardup Road is not a through road and provides access to approximately 14 properties.</p> <p>It is noted that the Council issued approval for gravel extraction on the site in 2011. The approval was limited to 5 years and has expired in February 2016. The approval has expired before gravel resource could be fully extracted. The application is for the “renewal” of the expired approval. It is not proposed to increase the area or volume of extraction from that identified in the original application.</p>
Permissible Use Class	Extractive Industry - discretionary ('A') use, which requires advertising.
Heritage/Aboriginal Sites	DAA advised that there are no known heritage places within the site.
Encumbrance	Nil
Date Received	11/11/2016





Policy Requirements		
Is the land or proposal referred to in any Council Policy? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
If yes, state the Policy/Policies Extractive Industry Policy – Local Planning Policy 3 (LPP3)		
Officer Comment	<p>The proposed use was assessed in detail in 2011 against the provisions of the Shire's extractive industry policy, which was known at the time as Local Planning Policy PE 41. Policy PE41 was updated 2014 to align the policy with the Shire's adopted policy format, which included the categorising of the provisions of PE41 into "Acceptable Development" provisions and "Performance Criteria". The extractive industry policy was also renumbered to LPP3.</p> <p>As the provisions of LPP3 is consistent with that of previous policy PE41, and the application is identical to the 2011 application, it is not considered necessary to undertake a further detailed assessment against the extractive industry policy. It was concluded in 2011 that the proposed extractive industry is generally consistent with Council policy and that appropriate conditions can be applied to ensure the use will not result in any adverse off-site impacts. One of the considerations in 2011 was the mitigation of potential dust and noise impacts on a dwelling on an adjoining property, which is within the EPA's generic 500m buffer area. To address any concerns, the Council applied a condition, which requires the crushing and screening of gravel to occur outside the 500m buffer area, measured from the dwelling on adjoining Lot 2794. It is recommended that a similar condition be applied to any approval. It is not considered appropriate to require the preparation of a noise impact assessment considering a 500m buffer distance from surrounding properties are largely met.</p> <p>It is recommended to apply similar conditions as per expired approval P210334. An additional condition will require a rehabilitation bond, based on the exposed area at any one time.</p>	
Structure Plans and Local Development Plans (DAP)		
Is the land in any Structure Plan Area or subject to a DAP? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		
Advertising/Agency Referrals		
Has the application been referred to adjoining landowners/agency?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Has a submission been received by Council?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A Two (2) public submissions were received. See summary below.	
Have agency or authority comments been received?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A	
Name	Nature of Submission	Officer Comment
Public Submission 1	Indifferent – requested that operating times must be monitored as it has been ignored in the past.	The Shire has received one complained over the last 5 years. The proponent was immediately informed and undertook to comply with the approved operating hours. No further complaints were received.
Public Submission 2	<p>Object for the following reasons:</p> <ul style="list-style-type: none"> Opposed the original application together with a number of other surrounding land owners. 	<ul style="list-style-type: none"> Noted. The application was advertised to the same surrounding land owners as before. The other land owners (including the directly adjoining land

	<ul style="list-style-type: none"> • Will affect the quiet enjoyment of our property due to noise, vibration and dust. • Proximity of the operation will cause dust to be carried to my property with impacts on water resources and orchards on my property. • Will impact on property values. • The extractive industry land use is inconsistent with the purpose and objectives of the Priority Agriculture zone. • If the application is not refused, significant restrictions should be added to the limited set of conditions placed on the original approval such as: <ul style="list-style-type: none"> ➢ Significant limits to operating hours and days, ➢ No crushing or blasting, ➢ Maximum of 6 truck movements per day. 	<p>owners) did not register an objection on the new application.</p> <ul style="list-style-type: none"> • The dwelling on the objector's property is approximately 980m from the proposed gravel pit, which is almost double the distance of what is considered an appropriate buffer distance under the EPA's guidance note on buffers between industrial uses and sensitive land uses. • Impact on property values is not a planning consideration. Temporary approval is recommended and the excavation area will be returned to paddock, which is consistent with the primary agricultural purpose of the land. Any impacts are temporary and is considered appropriate in the context of the site. • The scheme identifies the rural zone as the most appropriate zone for extractive industries. The image of Margaret River will remain intact with properly planned and managed extractive industries. The proposed gravel pit will have no visibility from Bussell Highway as it is setback approximately 1.5km from Bussell Highway with screening vegetation on the site and in the road reserves of Bussell Highway and East Calgardup Road. Rehabilitation is required as a condition of any approval. • The application does not involve blasting. Appropriate buffers exist to mitigate any impacts due to the processing of the gravel. The recommended maximum 6 truck movements are very low and will impact on the viability of the site. The application indicates approximately 20 truck movements a day, which is the worst case scenario. It is not foreseen that truck movements will continue at this rate through the entire life of the pit. Upgrades to Calgardup Road and the intersection at Caves Road
Department of Aboriginal Affairs	There are no known heritage places within the site; therefore, no approvals under the Aboriginal Heritage Act 1972 are required.	Noted
Department of Water (DoW)	<p>The DoW has indicated that the activity presents a moderate to low risk to the natural environment. These risks can be managed through appropriate stormwater management measures. The DoW has also indicated that there is a low risk of intercepting ground water. A water licence is required if ground water or surface water runoff are to be used in the pit operations. The DoW recommends the following conditions:</p> <ul style="list-style-type: none"> • The water table shall not be intercepted. • No dewatering of the extraction area is permitted. • Storage of hydrocarbons on-site is not permitted. • On-site refuelling of equipment using a mobile service vehicle with appropriate spill prevention and clean-up equipment. 	Appropriate conditions and advice notes is recommended to address DoW's comments.

	<ul style="list-style-type: none"> No major repairs or maintenance to take place on-site. 		
Department of Parks and Wildlife (DPaW)	<ul style="list-style-type: none"> Any development should aim to minimise impacts to the vegetation and potential threatened fauna habitat within, and adjoining the property. A buffer of 10m from the proposed extraction area boundaries should be provided to protect any retained and nearby trees. no extraction activities should occur within the 10m buffer area and a suitable temporary demarcation barrier should be erected. The re-establishment of the Stage One pit area to natural bushland, would strengthen the existing fauna corridor connection to the surrounding Lot 3207 south eastern stand of vegetation and to the bushland within the adjacent Lots 17 and 63. Parks and Wildlife's preference would be that after the topsoil is returned to the Stage One pit area, the northern Stage One extraction boundary is fenced and the area allowed to naturally regenerate. 	It is not proposed to remove any vegetation. Conditions are proposed to require the 10m recommended buffer from existing trees and the rehabilitation of the site.	
Main Roads WA (MRWA)	<p>It is noted that the seal of the original intersection upgrade is displaying significant signs of wear and deterioration. It is also noted that appropriate sightlines to the south cannot be achieved at the highway intersection due to the presence of roadside vegetation in the highway reservation in close proximity to the intersection.</p> <p>Main Roads supports the proposed development subject to the following -</p> <ul style="list-style-type: none"> The highway intersection being repaired/upgraded to the specifications and satisfaction of Main Roads. Detail to be provided for Main Roads approval. Minor clearing/pruning to roadside vegetation being undertaken in the highway reservation to the specification and satisfaction of Main Roads, including the necessary regulatory approvals associated with the clearing. 	A condition is recommended to require the upgrade of the intersection of Calgardup Road with Bussell Highway to MRWA standards. MRWA later confirmed that they would not require the proponent to do any pruning to the roadside vegetation on Bussell Highway, as it will be undertaken by MRWA as part of their maintenance works on Bussell Highway.	
Has the application been referred to internal departments?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<input type="checkbox"/> N/A
Assessment of Application			
Is the land referred in the Heritage Inventory?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Are there any Contributions applicable?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Are there any compliance issues in relation to existing development?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	
R Codes			
Are R Codes applicable?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
Development Standards (Schedule 9)			
Are the development Standards applicable?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	

<i>Officer Comment</i>	The Scheme sets a 20m setback standard from side and rear boundaries in the zone. The identified areas of extraction are appropriately setback from the front and rear boundaries to meet the Scheme's setback standard. An 8m setback from the rear was considered appropriate and approved in 2011. The stage one extraction is the closest to the rear (southern) boundary and extraction in this area has commenced under the previous approval P210334. The gravel in this area is almost depleted.	
Car Parking		
N/A		
Building Height		
N/A		
Clause 67		
A. In the opinion of the officer, would approval of the planning consent be appropriate under Clause 67 of the Deemed Provisions of the Scheme?		
Officer Comment	Yes	
A. In the opinion of the officer:		
i. Are utility services available and adequate for the development?	Yes	
i. Has adequate provision been made for the landscaping and protection for any trees or other vegetation on the land?	Yes. A condition is proposed to ensure appropriate buffers are maintained between the area of extraction and existing vegetation on the site and adjoining properties. The DPaW is recommending a 10m buffer distance.	
ii. Has adequate provision been made for access for the development or facilities by disabled persons?	N/A	
iii. Is development likely to cause detriment to the existing and likely future amenity of the neighbourhood?	No. The majority of the extraction is further than 500m from existing sensitive development on adjoining properties. A relatively small portion of stage 1 is within 500m of a dwelling on an adjoining property. It is recommended to apply a condition, which will require the processing of gravel to occur outside the 500m buffer measured from this dwelling. This proposed condition is consistent with the condition that was applied in the 2011 planning approval.	
iv. Is the development likely to comply with AS3959 at the building permit stage?	N/A	
Other Comments		
Any further comments in relation to the application?		
Officer Comment	<p>The proposed extractive industry is generally consistent with the provisions of the Scheme and State and Local Policies. The setback variation to the rear boundary from 20 metres to 8 metres is appropriate.</p> <p>An 80 metre variation to the required 500 metre buffer area under Council's Extractive Industry Policy is recommended for approval, subject to an appropriate condition to mitigate potential dust and noise impacts, as discussed earlier in this report.</p> <p>The proposed haulage route is via East Calgardup Road to Bussell Highway. The existing pavement is gravel of approximately 4 to 5m wide with v- drains both sides. This is not an appropriate design standard to cater for heavy haulage, as there are no room for trucks to safely pass or pull over. East Calgardup Road is required to be upgraded to an appropriate standard to ensure safe heavy vehicle movements. The Shire's Infrastructure Directorate requires the widening of the road to 6m in locations where there are insufficient sight lines and passing bays in other locations where there are appropriate sight lines. It is also recommended to apply a condition to require the proponent to enter into an agreement with the Shire in relation to road maintenance, which may include a requirement for an annual contribution towards road maintenance for the period the extractive industry is in operation.</p> <p>A 5-year approval is recommended subject to the same operating hours as were approved in 2011, which is 7am to 6pm Monday to Friday and 9am and 1pm on Saturdays. There is to be no processing (crushing or screening) of gravel on Saturdays and no operations on Sundays or public holidays.</p>	

OFFICER RECOMMENDATION

That the Statutory Planning Coordinator GRANTS Planning Consent under Delegated Authority Instrument No. 16 pursuant to Clause 68(2) of the Deemed Provisions of Local Planning Scheme No. 1 for an Extractive Industry (gravel extraction) at 828 / 894 (Lot 3207) Calgardup Road East, Forest Grove subject to compliance with the following conditions:

CONDITIONS

1. The development is to be carried out in compliance with the plans and documentation listed below and endorsed with Council's stamp, except where amended by other conditions of this consent:

Plans and Specifications	P1 to P4 received at the Shire on 11 November 2016; and P5 (pit management plan) received at the Shire on 11 November 2016
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2. This approval is valid for a period of five (5) years starting on the date this approval is granted.
3. The extractive industry (including site construction and truck operating hours) shall not operate outside the hours of 7am and 6pm Monday to Friday and 9am to 1pm on Saturdays. The extractive industry shall not operate on Sundays and public holidays.
4. No crushing or screening is permitted on Saturdays.
5. Blasting is not permitted.
6. Surface water runoff from the site shall be contained onsite and appropriate measures shall be put in place, to the satisfaction of the Shire, to avoid sediment mobilisation to any open watercourse or public drainage system. (see advice note 'o'). (P)
7. Where in the opinion of the Shire the emission of noise, and vibration from the approved development is considered to cause annoyance or nuisance to occupants of neighbouring buildings or members of the public the owner/occupier of the approved development shall immediately cease operations and submit a noise management plan to address the annoyance or nuisance to the satisfaction of the Shire (see advice notes 'd' and 'e').
8. Calgardup Road shall be upgraded between the proposed access point at the site and Bussell Highway. The upgrade shall be to the Shire's standards and specifications and at the full cost to the applicant. Detailed plans shall be submitted for Shire approval prior to the commencement of road works. The extractive industry use shall not commence prior to the completion of the required upgrade of Calgardup Road, including the required upgrade to the Bussell Highway intersection. (see advice note 'n')
9. Works are prohibited within the road reserve, including pruning or clearing of vegetation without the approval of the Shire.
10. The Calgardup Road intersection with Bussell Highway shall be repaired and upgraded to the specifications and satisfaction of Main Roads WA. Detailed plans of the required upgrade shall be submitted to Main Roads WA for approval prior to the commencement of works.
11. A Road Maintenance Bond of \$20000 shall be paid to the Shire for extraordinary expenses incurred by the Shire for the immediate repair and maintenance of roads managed by the Council.
12. The proponent shall be responsible for the cost of maintaining, and repairing damage to that section of Calgardup Road, between the access point to the gravel pit and Bussell Highway, to the extent that the traffic generated by the development contributes to the need for such maintenance and repairs.
13. An agreement shall be entered into with the Shire for the payment of an annual contribution for road maintenance, for the period that the extractive industry is in operation.
14. No extraction activities shall occur within 10 m of any native tree crown drip zones along the boundaries of the proposed extraction area, including native trees on adjoining land. Areas of native vegetation must not be damaged by any works including the placement of fill, rubble, rubbish or any other material, nor is any removal, clearing or damage to occur to any vegetation (see advice note 'h')
15. Works shall not reasonably interfere, alter or pollute any wetland, watercourse, surface water expression or groundwater in the area. Surface stormwater runoff from the site shall be stripped of sediment before entering any open watercourse or public drainage system. (see advice note 'o')
16. The area of phase 1 which is within the 500 metre buffer area from the dwelling on Lot 2794 Brown Road shall be excavated first and no crushing or screening is permitted within the 500 metre buffer area measured from the dwelling on Lot 2794 Brown Road.
17. Crushing shall be kept to a minimum and be done periodically in order to stockpile sufficient amounts of gravel. A neighbour notification plan shall be prepared and submitted to the Shire for approval to notify neighbours within 1,000 metres from the proposed gravel pit of the time and expected duration of crushing.
18. Phase 1 and 2 of the gravel pit shall be rehabilitated prior to the commencement of phase 3. The entire excavation area shall be rehabilitated to the satisfaction of Council within 12 months from the expiry date of this approval.

19. The proponent shall pay a Rehabilitation bond prior to the commencement of the use, to be held against satisfactory completion of the rehabilitation works required as a condition of this approval. The rehabilitation bond will be based on the final exposed footprint at any stage of extraction.
20. The excavation shall not intercept the water table and must be a minimum of 300mm above the seasonal ground water table as determined by the Department of Water. (see advice note 'i')
21. There shall be no standing water occurring at the end of the extractive operation. (see advice note 'i')
22. Clearing or pruning of vegetation is prohibited within the road reserve without the prior written approval of the Shire. (E)
23. No Hydrocarbons must be stored on-site.
24. No major repairs or maintenance of vehicles and machinery must take place on-site.

ADVICE NOTES

- a. You are advised of the need to comply with the requirements of the following other legislation:
 - (i) *Health Act 1911* and Department requirements in respect to the development and use of the premises; and
 - (ii) *The Aboriginal Heritage Act 1972*
- b. The proponent is also advised to refer to the principles of best practice drainage design as described in the *Stormwater Management Manual for Western Australia*. (P)
- c. The Proponent is required to ensure that ongoing operational activities associated with the approved development including processing and transportation, and any other works that cannot be considered as construction site work complies with the standard prescribed under the *Environmental Protection (Noise) Regulations 1997*.
- d. Noise monitoring required at the request of the Shire is to be undertaken by a person authorised under the *Environmental Protection Act 1986*.
- e. As a noise control measure it is advised that it is considered to install 'broadband' reversing alarms on all mobile plant (including transport vehicles) instead of 'tonal' alarms. Care must be taken to ensure that a safe work place is maintained when choosing those alarms.
- f. In relation to condition 7, when a noise management plan is required to be submitted to the Shire, it shall include the following:
 - i. A Community relations and neighbour consultation plan, including details of complaint response and resolution process and process for amending the noise management plan to mitigate effects of noise on adjoining land holders.
 - ii. A detailed site plan indicating location of earth bund and crushing and screening plant, with the plant located below ground level.
 - iii. Details to indicate that the extractive industry activities involving construction work can be carried out in accordance with control of environmental noise practises set out in section 6 of AS 2436-1981 *Guide to Noise Control on Construction, Maintenance and Demolition Sites*.
 - iv. Details to indicate that all equipment used on the premises is the quietest reasonably available
 - v. Any other measures that the Shire considers necessary to ensure noise emission levels and impact on amenity are minimised.
- g. Parks and Wildlife recommends that a suitable temporary demarcation barrier be erected 15m from the crown drip zone of the isolated trees to protect the trees and root systems from accidental machinery damage.
- h. The Department of Parks and Wildlife recommends that a suitable temporary demarcation barrier be erected 10m from the crown drip zone of the isolated trees to protect the trees and root systems from accidental machinery damage.
- i. The Department of Water (DoW) has advised as follows:
 - The extractive industry shall not intercept the water table;
 - Excavation is permitted only to a depth that is 0,3m higher than the maximum seasonal groundwater level, as agreed by DoW;
 - Dewatering of the extraction area is not permitted;
 - If any interception of ground water occurs, the Shire shall be advised within 72 hours followed by agreed remedial action.

- j. Noise monitoring required at the request of the Shire is to be undertaken by a person authorised under the *Environmental Protection Act 1986*.
- k. The proposed trucks entering signs on Bussell Highway must be funded by the Applicant and will require the prior approval of Main Roads WA.
- l. The proposed crushing operations may be prescribed and as such require a Works Approval, License or Registration under Part V of the *Environmental Protection Act 1986*. The proposal may be prescribed under Category 70.
- m. The Proponent is advised that the following dust minimisation practises should be implemented for the proposed gravel extraction operations:
 - i. Stockpiles of processed material will be sprayed with water and compacted as required.
 - ii. Green belts will be used to augment the adjoining road reserve in reducing wind-speed through the pit-operations and to assist with trapping any resulting dust.
 - iii. Completed sections of the pit will be rehabilitated as soon as practicable to reduce the area of open ground and help reduce wind speed.
 - iv. The top soil/root layer will not be removed until immediately prior to the commencement of gravel rock extraction.
 - v. Covering of loads before leaving property
 - vi. Stabilisation of areas completed over summer (when vegetation stabilisation is impracticable) is to be achieved by spreading mulch.
 - vii. Induction of employees and contractors includes awareness of dust generation and management measures.
 - viii. Complaint response procedure.
- n. East Calgardup Road must be widened to a minimum width of 6m in locations where there are insufficient sight lines. Passing bays must be developed in other locations where there are appropriate sight lines.
- o. The proponent is advised to refer to the principles of best practice drainage design as described in the Stormwater Management Manual for Western Australia. (P)